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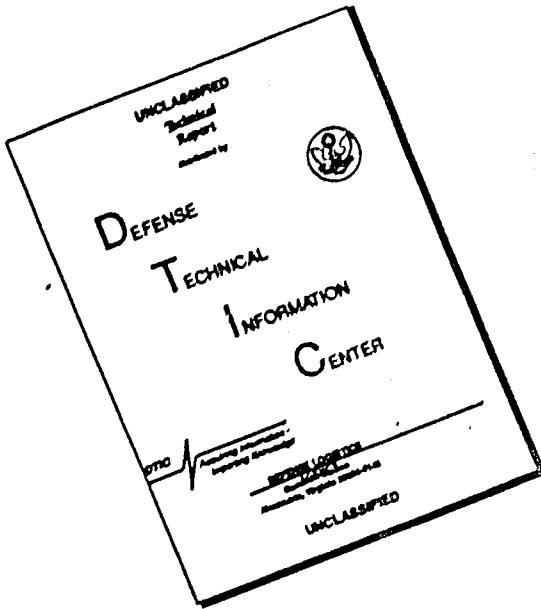
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LESSONS
LEARNED

DEPARTMENT OF THE ARMY
HEADQUARTERS 212TH COMBAT SUPPORT AVIATION BATTALION
WINGS OF FREEDOM
APO 96357

NO D 5 12

OCT 31 1968

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DOACSFOR

① 19 OCT-RD-674059

AVGD-FC

13 November 1967

SUBJECT: Operational Report Lessons Learned (RCS-CFOR-15)

TO: See Distribution

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SECTION I: Significant Organizational Activities

1. (C) GENERAL

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS
DD DIR 5200.10

a. Headquarters and Headquarters Company 212th Aviation Battalion was activated 1 March 1967 at Ft Campbell, Kentucky. Assignment of personnel, receipt of equipment, PDR training, and unit PDR was completed without major problems and the company sailed for Vietnam on 11 July 1967 aboard the USNS Barrett. Training and administrative processing continued without major difficulty aboard the ship and the unit arrived at Da Nang RVN on 31 July 1967. Due to administrative delays, temporary housing for the company was not obtained until the advance party arrived approximately one week before the company main body. (The company is still billeted in temporary quarters on a separate installation more than a mile from the battalion headquarters).

The battalion headquarters building was constructed by troop labor and the headquarters became operational on 19 Aug 67 at which time it assumed command (without operational control) of the 131st SIC (green J2 MACV), the 220th RAC (green G-2 Air Adviser I Corps), the 282nd TMC (green G-3 Advisor I Corps), and the I Corps Army Aviation Element. The 245th SIC joined the Battalion on its arrival from CCUS on 8 October 1967. The Headquarters Company constructed billets and prepared a catterment area for the new Mohawk company utilizing MASTCC kits. The unit will be green G-2 IIIrd Marine Amphibious Force. Subordinate units continued operating during and after transfer without significant changes.

b. The 220th TMC with Hq at Hu Phu Bai and platoons at Da Nang, Hu Citadel, Phu Bai, and Quang Ngai continued visual reconnaissance operations covering the entire I Corps Tactical Zone during the reporting period. Its routine operations were punctuated with several outstanding actions on the part of Cat Killer pilots. An NVA artillery battery firing from North of the DMZ on US Marines at Con Thien was silenced with Cat Killer directed air strikes, and a rocket attack on Da Nang Air Base was broken up when a 220th pilot located and directed artillery on rocket firing positions. Also during this period, the company improved its Hq area with the construction of a theater, day room, logistics complex, and Officer's Club.

1. Sp 4 Downgraded at 3 years intervals;
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c. The 245th SAC arrived at Marble Mountain Air Facility, Da Nang on 8 October 1967 from Fort Lewis, Washington where the unit was activated and trained. The unit immediately began putting final touches on their newly constructed billets and ramp facilities and preparing to receive their aircraft and equipment. The pilots received in-country orientation from S2 and S3, 212th Aviation Battalion and area flight orientation and check rides from the 131st SAC. Their own Monhawks arrived on 24 October and with revetments, communications, electronics, maintenance, and operations facilities completed by company labor; the unit went operational on 1 November 1967.

d. The 282nd AHC continued to provide outstanding support to the I Corps Advisory Effort during the reporting period with sections at Quang Ngai and Hue Citadel and the Co (...) at Da Nang. The company's Gun Platoon provided fire support throughout the Corps area winning high praises and credit for such action as: Halting a night attack on an encircled isolated USMC platoon at night; and sinking ninety six sampans in one night on a three ship Firefly mission. The company continued its building program with the completion of a new supply building and personnel bunkers. Painting of it's buildings made the 282nd cantement area one of the best in I Corps.

e. The 131st SAC continued operations in support of J2 MACV. The company prepared its billet area for the forthcoming monsoon season with waterproofing for its building and completing drainage ditches. New ramp facilities completed during the quarter will decrease congestion at the Phu Bai Air Field.

2. (C) INTELLIGENCE

a. Enemy activity during the reporting period in the battalion operational area (the entire ICTZ) was characterized by attacks by fire on key installations with rockets and artillery, mortar and small arms assaults on isolated outposts, and LOC interdiction by sapper attacks. Large size NVA and VC main force units continue to attempt to evade large scale friendly operations. Generally enemy activities had but minimal effect on battalion operations. Heavy rainfall in early October engendered heavy flooding in the southern ICTZ precluding replenishment of Class V supplies at the Quang Ngai airfield by truck from Chu Lai but otherwise not hampering operations. Loss of flying time due to weather and flooding during the period was negligible. Anti aircraft fire had following results during the quarter.

UNIT	HITS	DOWNED	CASUALTIES	
			WIA	KIA
220th RAC	10	0	1	0
282nd AHC	5	1	4	1
131st SAC	4	0	0	0
HHC	0	0	0	0
245th SAC	0	0	0	0
TOTAL	19	1	5	1

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b. (C) 220th was not severely hampered by enemy activities though each platoon base (Hue Citadel, Dong Ha, Da Nang, and Quang Ngai) was attacked by rocket or mortar/artillery fire during the reporting period. The Dong Ha Platoon was relocated to Phu Bai when facilities at the USMC Base at Dong Ha were heavily damaged in the 17 Aug mortar/rocket/ artillery attack. The unit suffered only one WIA as a result of these attacks. No aircraft were damaged.

c. (C) 282nd gunships flying Firefly missions in Quang Ngai province have reported receiving heavy automatic weapons fire up to 50 calibre and one B-40. Neither the company base at Marble Mountain nor sections at Quang Ngai and Hue have been hampered by enemy activity except the inconvenience suffered when refueling facilities at Dong Ha in Quang Tri province were destroyed by fire.

3. (C) OPERATIONS PLANS AND TRAINING ACTIVITIES

a. Plans: Aircraft revetment, flood control, disaster, and internal security plans were reviewed during the reporting period. 50 of the 100 planned aircraft revetments have been completed to specification. Construction has been started on 41 of the remaining revetments with non-availability of materials being the primary reason for delay. Barrels are being procured whenever and wherever available. Internal security plans and personnel bunkers with overhead cover have been completed for all units and installations with improvements and refinement to continue. Several real and practice alerts have been conducted at all base areas. Flood control plans are considered unnecessary for 212th units. Unit base areas and GVN flood relief plans are such that evacuation of unit personnel or equipment, or significant derogation of operational capabilities by a civil flood relief effort are considered improbable. The largest effort in planning has been expended towards the reception of the 245th S C and its orientation and integration into the battalion and combat operations. Most of the ground work was laid prior to the unit's arrival and final co-ordination and liaison permitted the unit to easily meet its operational readiness date of 1 November 67.

b. Operations

(1) (C) 212th units flew 15,462 sorties and 15,143 hours in support of APVN and FW M.F in I Corps during the reporting period. 445 bunkers were destroyed, and 496 VC and NVA were confirmed killed by 212th units with an additional 570 probable. 443 sampans were destroyed and 279 damaged primarily by the 282nd AHC gun platoon and 488 personnel were med evaced by 212th units. 212th aircraft were airborne every day in the ICTZ supporting Special Forces, ARVN, and more than 10 separate USMC operations and exercising almost all known capabilities and methods of employment of assigned aircraft. The battalion was instrumental in the establishment of an I Corps Visual Reconnaissance Co-ordination system under the control of G-2 Air I Corps. The system integrates and coordinates the VF efforts of all Army, AirForce, and Marine observation airplanes in the ICTZ and is designed to insure complete coverage of the zone while preventing wasteful duplication of effort. The I Corps Army Aviation Element assisted in the

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co-ordination of several APVN combat assaults using the battalion's 282nd AHC and UH-1C helicopters. Bn Pathfinders participated in four combat assaults prior to their being reassigned.

(2) (c) 220th P/C pilots flew in support of the 1st and 2nd APVN Divisions, the 1st and 3rd Marine Divisions, the 51st ARVN Regiment, the five I Corps provinces, sector hq's, and Special Forces units in the area during the reporting period. During periods of increased enemy activity individual Cat Killer pilots flew up to 12 hours daily. Carrying Marine aerial observers when supporting Marine operations gave Cat Killer Pilots added capabilities of directing Marine air strikes on immediate targets. The I Corps Army Aviation Element placed a 282nd UHC gunship fire team on call for 220th pilots who directed them in the destruction of several VC supply sampans and enemy troops in the open. On one occasion, this Cat Killer/Firefly Cat team pinpointed a VC Battalion while destroying sampans bringing in supplies. In another operational innovation, 220th pilots flew several hours VFR at night utilizing artillery flares for illumination in what was essentially a counter rocket watch over friendly installations. Although this procedure paid off handsomely in the disruption of a rocket attack on the Da Nang Air Base, it was discontinued because the canisters from the flares fell dangerously near friendly patrols and outposts, and the sightings per flying hour were insufficiently remunerative to justify the expenditure of pilot and aircraft time with the concomitant diminution of the daylight VFR effort. All totaled the Company flew 5,532 sorties and 7,495 hours during the period. Cat Killer directed fire destroyed 720 buildings and damaged 522, destroyed 69 boats and damaged 27, killed 177 enemy confirmed and 570 probable, destroyed 18 weapons and damaged 24.

(3) (c) The 282nd AHC supporting the I Corps Advisory Group, continued to provide a three helicopter section to the 1st and 2nd APVN Division Advisory teams at Hue and Quang Ngai respectively (maintained at 100% flyable at all times). The remainder of the company supported the I Corps Headquarters with a total commitment of 13 slicks and four gunships daily. The slicks commitment was normally fulfilled, but gunship availability averaged three or less (see para D2 below). Nevertheless, in addition to routine staff and command and control support the 282nd participated in 14 combat assaults lifting APVN units ranging in size from companies to full regiments, while the gunships were credited with 319 confirmed KIA, 340 sampans destroyed and 87 damaged during the reporting period. The company received a xenon searchlight mounted in a UH-1D for use on gunship Firefly missions, but on trial the light proved unacceptable. Its concentrated beam did not cover a sufficient area, and its diffused light was not strong enough to sufficiently illuminate a target. The gun platoon continues to use its locally fabricated apparatus mounting Air Force C-123 landing lights. When ground fire against Firefly teams grew to severe intensity, co-ordination through the I Corps TOC provided the Alley Cats with a F/A, flare ship, and TAC air to blast the AA positions.

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(4) (C) The 131st S'C flew 2,955 hours in seven separate operations supporting Task Force 77 and 7th Air Force. Bomb damage assessment as a result of their slar/VR efforts totaled:

Trucks destroyed	260
Secondary explosions	509
Secondary Fires	1184
Gun positions destroyed	1
37/57mm sites destroyed	9
37/57mm sites damaged	2
Structures destroyed	6
20mm guns destroyed	1
POI Fires	1

The unit is currently conducting extensive training to build and maintain proficiency of technical observers and in preparation for receipt of OV1-C IR aircraft.

Avionics problems (see para below) limit the unit to only five of their thirteen airplanes flyable under IFF conditions.

c. (U) Training: All assigned units engaged in a training program emphasizing command information, physical security, weapons familiarization, flight standardization, and OJT during the quarter. Decentralized training was necessitated by scattered unit stationing and disparity of work schedules.

4. LOGISTICS.

a. (U) Supplies: During the reporting period fuel bladders were obtained and installed at the Quang Ngai airfield to provide limited refueling for O-1 and UH-1 aircraft supporting the 2nd PVN Div there. The establishment of a forward support element by Da Nang Sub Area (1st Log Command) at Phu Bai alleviated many problems that units there were experiencing in procurement and storage of all classes of supplies. A fire truck has been requisitioned for use at Quang Ngai airfield where no fire fighting equipment currently exists, and liaison has been effected with the I Corps G-4 Advisor to obtain fire fighting equipment at the Hue Citadel airfield. Most necessary items of equipment and supplies, except large size ballistic helmets and chest protectors, seem to be on hand and available in various depots if they can be located within the depots. A search of supply yards at Da Nang, Qui Nhon, and Cam Rahn Bay revealed a significant quantity of a variety of needed items that were not listed on depot stock records and reported as unavailable.

b. (C) Maintenance efforts of 212th units continue to be hampered by the time required to obtain repair parts and end items from the battalion's DS TIN unit located at Qui Nhon 142 miles from the nearest company headquarters (7-14 days required to transport spare parts). Average percentage of aircraft flyable by type by month during the period was as follows:

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TYPE	AUG	SEP	OCT
OV-1	80.12	76.0	77.4
U-1A	0	20	100
O-1	83.4	92.5	88.7
UH-1D	76.5	67.0	77.9
*UH-1B	74.1	63.9	82.6

*Percentage represents gunships flyable and does not reflect average percentage aircraft with weapons systems operational.

The UH-1B's utilize the XM-16 armament system for which repair parts have been consistently unavailable. Requisitions through normal channels have proven unfruitful as was in large measure a visit by an armament contact team from the GS maintenance unit. The unit was able to maintain approximately 37% of it's assigned armed UH-1B's mission ready only thru the ingenuity of the members of the gun platoon.

5. CIVIL AFFAIRS

a. The battalion's 519th Medical Detachment paid approximately 6 MEDCAP visits to the Thong Duc 5th Special Forces/MACV outpost. Patients were examined and a variety of illnesses, ranging from skin infection to gunshot wounds and malaria, were treated. In conjunction with Special Forces and MACV medics, arrangements were made to evacuate the more serious cases to a nearby Vietnamese Province Hospital for treatment. The arrival of the 212th Avn BN and the 245th SAC aviators increased the 519th Medical Detachment's work load by approximately 450 personnel and presently obviates the continuation of the MEDCAP program. Plans are being made to reinstitute the program when more medical personnel become available. No statistics were kept.

b. The 282nd Assault Helicopter Company, in addition to civilian med evacs, contributes to the civic action program with spontaneous contributions to the Catholic Sacred Heart Ophanage at Da Nang. The primary source of these contributions are individual solicitations by company personnel of families and organizations in CONUS. Though nonavailability of administrative personnel precludes keeping statistics, the support they have given is thought to have been significant. A concerted effort is being made to amass gifts for the forthcoming Christmas season.

6. (C) PERSONNEL AND ADMINISTRATION

a. Liaison and co-ordination facilitated a relatively smooth transfer of personnel and finance records of 750 officers and 664 EM of the three in-country units from the 223rd to the 212th Battalion. These subordinate units reported an almost immediate improvement in all types of personnel and finance actions stemming primarily from the vast reduction in distance between finance and personnel sections and the units served. In addition, all personnel records were screened and brought up to date;

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records were taken to Phu Bai so that individuals stat once there could check their own records; a new suspense system was devised for timely completion of Officer Efficiency Reports and Commanders Evaluations; and closer controls were established to insure personnel departed before DEPOS. The 31 officers and 311 enlisted personnel of the 245th S'C were oriented, in processed, and had their records checked and brought up to date individually in a smooth, efficient operation that lasted but a few hours.

b. (C) There have been 31 officer and 73 enlisted replacements in processed, and 33 officers and 95 enlisted personnel unprocessed since the battalion hq became operational. Battalion units have suffered 1 KIA, 5 WIA, 0 MIA, 0 Non combat deaths, and 3 non combat injuries during the quarter. WO Gene Easley of the 282nd HHC was killed on 12 September while flying a UH-1B gunship providing fire support for RVN troops in contact. The company dedicated its new officer's club to him.

The 220th RAC changed commanders twice during the reporting period as Major George Woods assumed command from Maj Courtney Smith Jr and then turned the company over to Maj Gary Clark two months later. A critical shortage of experienced aircraft maintenance personnel hampers the efforts of all units. Personnel requisition have been submitted). Bn pathfinders were all reassigned as of 31 Oct 67.

Authorized and assigned strength for 212th Units as of 31 Oct 67 were:

UNIT	AUTHORIZED				ASSIGNED			
	OFF	WO	EN	TOTAL	OFF	WO	EN	TOT/L
HHC	21	2	86	109	15	3	79	97
519th Med Det	1	0	8	9	1	0	8	9
131st S'C	37	3	244	284	24	2	220	246
220th R.C	41	1	112	154	23	4	88	115
134th Med Det	1	0	8	9	1	0	9	10
231st Sig Det	1	0	8	9	1	0	10	11
282nd HHC	15	52	155	222	10	45	153	208
484th TC Det	1	1	71	73	1	1	55	57
504th Sig Det	0	1	9	10	0	1	12	13
245th S'C	17	19	237	273	29	0	232	261
647th TC Det	1	1	61	63	1	0	58	59
538th SC Det	0	1	22	23	1	0	22	23
TOTAL:				1238				1109

c. (U) Morale and discipline within the battalion are considered to be outstanding and getting better. There was one special (AWOL) and two summary court martial (disrespect and misappropriation) convened during the reporting period. The following awards were submitted and approved during the reporting period.

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<u>DECORATION</u>	<u>SUBMITTED</u>	<u>PRESNTED</u>
Distinguished Service Medal	1	
Legion of Merit	2	
Silver Star	2	1
Distinguished Flying Cross	27	14
Bronze Star	25	23
Basic Air Medal	82	58
Air Medal (OLC)	762	469
Air Medal W/V	14	13
Army Commendation Medal	89	35
Army Commendation W/V	10	
Purple Heart	4	3
Vietnamese Cross of Gallantry	4	5
Vietnamese Honor Medal	2	2
TOTAL:	1024	623

7. OTHER

a. (C) Signals

(1) After arrival in country a wire teletype circuit and a direct telephone circuit from the servicing area telephone switchboard to 17th Group were installed within a month. However maintenance and co-ordination problems precluded reliable wire teletype communications until recently. Communications with subordinate units was quickly established with regular area telephone circuits and a sole user telephone circuit to the unit operations base at Huc Phu Bai. Teletype traffic to Phu Bai is sent through the I Corp Advisory Team Communications Center.

(2) The unit is experiencing considerable difficulty in the maintenance of the CN 709 gyro used in the FD 105 integrated flight system. Nineteen gyros are in support maintenance for repair and five are awaiting transportation. Only five of all gyros issued are operational. Lack of test equipment to repair the AN/ARN-52 tacan system at company and GS Maint level precludes repair of the system.

b. (C) Safety: The Battalion suffered the following incidents/ accidents during the quarter:

Vehicle accidents	2
Precautionary landings	4
Aircraft crashes	3
Forced landings	4
Incident damage	1

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(RCS CSFOR-65)

SECTION II: Commander's Observations and Recommendations

PART I: Lessons Learned:

1. (C) Operations:

a. (U) ITEM: Search of prisoners before boarding aircraft

DISCUSSION: A pilot directed to transport a US Marine who had gone berserk and killed another American a few hours prior to the flight, accepted the Army 1st Lieutenant custodian's word that he had personally searched the prisoner "with a fine tooth comb". During the flight the Marine was restrained with only a seat belt and had complete freedom of use of his hands. On arrival at destination, a search revealed two fragmentation grenades on the person of the prisoner.

OBSERVATION: IAW the AC's responsibility for the safety and security of his aircraft, all dangerous prisoners should be thoroughly searched by a crew member under the supervision of the aircraft commander and sufficient restraint imposed to preclude interference with crew members and aircraft controls in flight.

b. (C) ITEM: Identification of FAC by Jet Aircraft

DISCUSSION: Fast moving tactical aircraft often experience difficulty in identifying olive drab FAC aircraft upon arrival at rendezvous points. This results in a critical delay in attacking fleeing targets.

OBSERVATION: Almost immediate identification can be obtained by the activation of a smoke grenade attached to the FAC aircraft (six inches from the fuselage below the observer's window).

c. (C) ITEM: Marking personnel targets with hand smoke grenades.

DISCUSSION: Many O-1 pilots experiencing difficulty with smoke rockets, or having run out of them, mark locations of enemy personnel for tactical fighters with hand held smoke grenades. Enemy personnel familiar with this procedure have recently begun to smother smoke grenades with loose dirt or sand to preclude identification.

OBSERVATION: The concurrent dropping of a tear gas and a smoke grenade has proven to be an effective countermeasure.

d. (C) ITEM: Locating VC bunkers and tunnel entrances.

DISCUSSION: VF aircraft are given the mission to find fortified houses, bunkers, and tunnel entrances in VC dominated areas prior to a ground operation in the area. The pilot often arrives on station to find peasants peacefully going about their tasks with no bunkers or tunnels in sight.

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OBSERVATION: The dropping of a harmless hand held smoke grenade often sends these peasants scurrying for camouflaged bunkers and tunnels or into one or two of several houses in a nearby village. (villagers associate smoke with impending air strikes).

2. (U) Other:

a. Signal

(1) ITEM: Long range FM communications

DISCUSSION: The battalion headquarters at Da Nang was required to establish reliable radio communications with the two company base areas at Huu Phu Bai. The bases are 38 nautical miles away with a 4500 foot mountain range between. Conventional configurations of AN/VRC-46 radio and FC 292 antennas provided marginal communications at best.

OBSERVATIONS: The AN/VRC-46 with the vehicular antenna tuning unit mounted on a 30 foot high AN/GRA-4 pole provided reliable communications on high power with squelch on. An RB - 8 coaxial cable connects the antenna unit to the radio transmitter and a vehicular matching unit cable was extended using WD-1 cable.

(2) ITEM: Plate trimmer capacitor on AN/VSC-2

DISCUSSION: The plate trimmer capacitor on the unit's AN/VSC-2 HF SSB radio teletype failed after four hours of operation. The DS unit could not replace the item because none were available and could not give a due out date. The unit has a high priority requirement for the radio teletype net as no other reliable capability exists for maintaining contact with higher headquarters.

OBSERVATION: The set has been operating perfectly since August with the capacitor removed from the circuit.

b. Safety:

(1) ITEM: Fuel Drain Bottle

DISCUSSION: With the advent of the monsoon season, it is imperative that an adequate check be made for fuel contamination during pre-flight. Inadequate checking does not mean draining fuel onto the ground.

OBSERVATION: A handy device for this purpose can be fashioned using a small instant tea or coffee jar and an M-14 expended cartridge. Simply braze the cartridge to the lid of the jar after cutting off the base of the cartridge. Construct, if possible, one per aircraft to be kept in the aircraft at all times.

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PART II: Recommendations:

1. (U) Personnel:

a. PROBLEM: The current aerial port of embarkation for this unit for flights out of country is Cam Rahn Bay. Da Nang is a POE for R&R and CONUS flights. In-country flights from Da Nang to Cam Rahn Bay for personnel going on R&R or rotation to CONUS unnecessarily burdens the in-country flight system. Additionally, operational exigencies often preclude arrival at Cam Rahn in time for scheduled flights.

RECOMMENDATION: Procedures should be established to furnish US Army personnel stationed in the ICTZ with quotas for R&R and CONUS flights departing from the Da Nang POE.

b. PROBLEM: Because in-country publications are not available in CONUS channels, units placed on D-1 status are unable to train their staffs in in-country administrative procedures or develop realistic draft SOP's in CONUS. After deployment, establishment of base areas and preparations for meeting operational status requirements, precludes immediate training and development of SOP's.

RECOMMENDATION: The major subordinate command scheduled to receive the unit in-country should assemble and forward to the unit a complete set of applicable in-country regulations as soon as possible after the unit's formation.

2. (C) Logistics

a. (C) PROBLEM: Ref para 4 a(2) section I above. Support maintenance personnel report that the CN709 gyro used in the FD 105 integrated flight system on Mohawk aircraft must be sent to CONUS for repair. One of the Mohawk units assigned to this Battalion has nineteen CN709 gyros in for repair. Gyro is indispensable for IFF Mohawk flights, and hence critical to maintenance of the area aerial surveillance program.

RECOMMENDATION: A repair facility for the CN709 gyro should be established in country, or an adequate direct exchange program instituted with sufficient float gyros to maintain a higher percentage of OV-1's capable of IFF flights.

b. (U) PROBLEM: Ref para 4 a, section I above, many critical supply items are on hand in supply yards in-country but not available to would be users because stock records are not accurate and up to date in depot supply offices.

RECOMMENDATION: Closer control should be exercised over depot inventories and records to preclude building excess demands for items on hand, and to get supplies out to users more expeditiously.

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c. (ii) PROBLEM: Base development has been a problem in the I Corps area and appears that it will continue to be. Military construction, Army (USA) project requests (DD Form 1391) take longer to process than in II, III, IV Corps areas due to the requirement of cross funding. This necessitates the submission of DD Form 1391's 3 to 6 months prior to arrival of unit in-country if construction is to begin close to arrival time of unit.

RECOMMENDATION: Where possible, units be assigned locations and sponsoring units submit 1391's at the earliest possible date.

3. (I) Research and Development

a. PROBLEM: O-1 aircraft receive excessive ground fire when pilots turn on the grimes rotating beacon light on the belly of the aircraft. The light is needed to prevent mid air collisions.

RECOMMENDATION: The grimes light should be moved to the top of the aircraft where it could be seen from the air but not from the ground. The reflector would have to be positioned to exclude excessive light from the cockpit.

THORVELD R TORGERSSEN
LTC, IN
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AVGD-SC (16 Nov 67) 1st Ind
SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967
(U)

HEADQUARTERS, 17TH COMBAT AVIATION GROUP, APO 96240 27 Nov 67

TO: Commanding General, 1st Field Force Vietnam, APO 96350

1. (U) The 212th CSAB Operational Report for Quarterly Period Ending 31 October 67 is forwarded for information and action as necessary.

2. (C) This Headquarters has reviewed the report and concurs with the following exceptions:

a. (C) Reference item concerning Tech Supply support from Qui Nhon, Section I, para 4b, page 5. Concur. This has been a continual problem area, however, recent efforts by the 212th CSAB to resolve this problem by establishing a liaison team at Qui Nhon have improved this situation.

b. (C) Reference Armament Maintenance, Section I, para 4b, page 6. Non Concur. A research of available reports indicate 282d gunships were ready 50% of the time. This compares favorably with the 17th CAG averages. However, it is recognized this was made possible through the resourcefulness of the units command and maintenance personnel.

c. (C) Reference Personnel and Administration, Section I, para 6a, page 6: "....transfer of personnel and finance records of 750 officers and 664 em.....", should read 75 officers.

FOR THE COMMANDER:

A. H. KRAPF II
MAJOR, Infantry
Adjutant

AVFA-GC-OT (13 Nov 67)

2d Ind

SUBJECT: Operational Report - Lessons Learned for Quarterly Period Ending
31 October 1967 RCS CSFOR-65 212th CSAB (U)

HEADQUARTERS, 1 FIELD FORCE VIETNAM, APO 96350 10 DEC 1967

TO: Commanding General, 1st Aviation Brigade, APO 96307

This headquarters has reviewed the 212th Combat Support Aviation Battalion Operational Report - Lessons Learned for the quarterly period ending 31 October 1967 and concurs with the basic document as modified by the previous indorsement.

FOR THE COMMANDER:

[Handwritten signature]
T. J. GASTON
Colonel

CONFIDENTIAL

W. A-3 (13 Nov 67)

3rd Ind

Subject: Operational Report - lessons learned (CC-0000-65) (6)

INDUSTRIAL, 100 AVIATION ENGINES, NO. 96384

DEC 24 1967

ABO: Commanding General, US Army Vietnam, AFN: AFN-01, A 0 9073
Commander in Chief, US Army Pacific, AFN: AFN-01, A 0 9058

To: Assistant Chief of Staff for Force Development, Department of the Army (DAFCOM DA), Washington, D.C. 20310

1. This record returns and reviews subject report of the "Final Content exhibition situation, considers it to be in accordance with the contents as indexed.

- ² The following material is derived from the author's notes.

reference section, library, 199
requirement of equivalent value and compensation. In their report was presented when and how much new or additional money requests for construction, equipment, and supplies must be staffed at duty, nothing said.

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CONFIDENTIAL

Regraded unclassified
when separated from
classified inclosures

CONFIDENTIAL

AVHGC-DST (13 Nov 67)

4th Ind (C)

SUBJECT: Operational Report - Lessons Learned (RCS-CSFOR-65)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96375 26 JAN 1968

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,
APO 96558

1. (U) This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 October 1967 from Headquarters, 212th Combat Support Aviation Battalion (BX4A) as indorsed.

2. (C) Pertinent comments follow:

a. Reference item concerning R&R and CONUS flights, page 11, paragraph 1a: Nonconcur. The CONUS passenger channel from Da Nang goes to Norton Air Force Base, San Bernardino, California. There is no Army facility on that installation for receiving and processing personnel. Army personnel entering CONUS at Norton Air Force Base would be required to travel to Oakland for processing. This would cost approximately \$40.00 per man in travel pay, and would delay personnel an extra day on their departure for leave. In addition, it is not considered economical to operate a one-way channel lift, i. e., Da Nang/Travis or Da Nang/McChord. If a new channel was to be established to Da Nang there would be a requirement for an additional in-country replacement facility at that point which would be an added cost. Necessary coordination is being effected to have the unit's R&R allocation departure point transferred to Da Nang.

b. Reference item concerning forwarding of publications, page 11, paragraph 1b. A weekly review is now conducted by HQ USAIV to determine units requiring in-country publications prior to deployment. Control procedures have been strengthened to insure units receive publications prior to arriving in-country.

c. Reference item concerning repair facility for CN-709 gyro, page 11, paragraph 2a: Concur. Action will be taken by this headquarters to determine the feasibility of repairing the CN-709 gyro at the Floating Aviation Maintenance Facility.

d. Reference item concerning excess demands for items on hand, page 11, paragraph 2b: Concur. The purpose of Project Counter II, presently in-country, is to search out problems of this nature and correct them.

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AVHGC-DST (13 Nov 67)

4th Ind (C)

SUBJECT: Operational Report - Lessons Learned (RCS-CSFOR-65)

e. Reference item concerning base development, page 12, paragraph 2c; and 3d indorsement, paragraph 2: Nonconcur. The processing time for construction requests (DD 1391) is no longer for the I Corps area than in other Corps areas. Army MCA construction in I Corps is done by Navy construction battalions, not Army engineer troop units. Thus, a time lag occurs with the issuance of MACV construction directives through Navy channels. It is not deemed appropriate or advisable to obtain construction approval for facilities for an incoming unit until after arrival, due to the fact that stationing plans for these units are subject to change.

f. Reference item concerning research and development, page 12, paragraph 3: Concur. The unit concerned should submit an ElR on relocation of the Grimes Light. No further action by higher headquarters is recommended.

3. (U) A copy of this indorsement will be furnished to the reporting unit through channels.

FOR THE COMMANDER:

C. S. Nakatsukasa

C. S. NAKATSUKASA

Captain, AGC

Assistant Adjutant General

Copy Furnished:

Hq, 212th Combat Spt Avn Bn
Hq, 1st Avn Bde

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GPOP-DT(13 Nov 67)

(U) 5th Ind

SUBJECT: Operational Report for the Quarterly Period Ending 31 October
1967 from HQ 212th Cbt Spt Avn Bn (JIC: WDX4AA) (RCS CSFOR-65)

HQ, US ARMY, PACIFIC, APO San Francisco 96558 1 MAR 1968

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

This headquarters has evaluated subject report and forwarding
endorsements and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:

Commander in Chief
K. F. OSBOURN
MAJ, AGC
Asst AG

CONFIDENTIAL

REF ID: A65115
S1 100-1100000
Intelligence Comptroller